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NO MINISTER TO BE SENT.
LORD SALISBURY'S POSITION MADE CLEAR.

THE OPINION OF EUROPEAN DIPLOMATS ON THE SACKVILLE INCIDENT IN ITS PRESENT ASPECT—PROGATION OF PARLIAMENT—LORD ROSEBURY'S PERSONAL.

(BY CABLE TO THE TRIBUNE.)

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London, Dec. 25.—Lord Salisbury's refusal to send a Minister to Washington excites little interest in America, says a New-York dispatch. Mr. Godkin is quoted as authority for this opinion. He was quoted not long ago (he keeps the correspondent in his office) as saying that Mr. Blaine would not be received at the Court of St. James as American Minister. He expects the Government of Great Britain to seek the basis of its international policy in the personal and partisan enmities of a disappointed politician in New-York. Mr. Godkin's authority as prophet has, perhaps, been slightly impaired by the result of the Presidential election. Still, it is here taken into account that no American would, or could, come abroad as Minister without his approval, nor is it the least likely that Lord Salisbury would send a British Minister to Washington if Mr. Godkin does not want one. The action, or rather inaction, of the Foreign Office is deemed by European diplomats a marked affront to America. They will be puzzled when they hear that Mr. Godkin is disposed to condone this offense. All the precedents, traditions, customs and susceptibilities of European diplomacy are on the other scale, but Mr. Godkin's indifference may outweigh them all. If he does not care for the honor of his adopted country, why should mere native-born Americans be sensitive about such a trifle. They do not, according to him, care one straw whether the vacancy is filled now or six months hence.

This is a pure Chinese view. The opinion of the civilized world is nothing to the Celestials. Perhaps it is nothing to us; still it is well to know exactly what the opinion of the civilized world is. We can then judge the better whether to despise it or not. I repeat, therefore, that there is but one opinion in Europe; there is not a diplomatist or statesman who does not regard with amazement the sluggish supineness the American Government have thus far shown in this matter. It has long been clear that Lord Salisbury did not mean that there should be another British Minister at Washington during Mr. Cleveland's Administration. He has successfully evaded repeated questions in Parliament, but his answer to Lord Darnley in the House of Lords is considered equivalent to a flat refusal to appoint a successor to Lord Sackville. Such a refusal is the perfectly well-known method of expressing diplomatic resentment. It would be followed in any European country by the immediate withdrawal of the Ambassador or Minister representing in Great Britain the Power to whom such an affront was offered. If the United States do not withdraw theirs they will be held to have pocketed Lord Salisbury's provocation. To keep Mr. Phelps here is to signify the assent of Mr. Cleveland's Administration to an act intended to inflict a humiliation on his country. It diminishes, pro tanto, the prestige and dignity of America in Europe. If we show ourselves careless in a matter of honor, we forfeit some part of that reputation which is most precious and most profitable to every Nation in its dealings with other Nations. All we have to do now is to let them stay in London while England keeps her Legation at Washington until they will be less easy to rebuff. It is for the President to choose between these alternatives. I am not pleading for a policy of passion or petulance. I do press for a demonstration of American self-respect. An American Minister in London to-day is an anachronism and a superfluity. America for the present will be best represented by a shut door.

The prorogation of Parliament may be described as an act universally popular. It has been an eventful session. Two measures of great magnitude and importance, the Local Government Bill and the Conversion of the National Debt, have been carried; so have several of less importance, but still important. Many more have been thronged by systematic obstruction. The Queen's speech is thought optimistic in tone, especially with reference to foreign relations. "Note," cries "The Daily News," with flippant exultation, "the speech expresses no hope that Mr. Chamberlain's treaty be ratified. The fault of Mr. Chamberlain's treaty was in making too good a bargain for England." This expression of English delight in this failure is a good enough measure of the Gladstonian hatred of the treaty maker.

Lord Rosebery's last speech at Aldridge rises in one point well above the fanaticism of his more radical friends. He rejoices over the success at Sunning, "because," to use his own words, "we must always follow the British flag wherever it may wave." "No," exclaims the most fanatical of all the so-called Liberals, "not unless I think the war just and necessary; otherwise it is better to be beaten." Lord Rosebery will be the next Liberal Foreign Minister. Imagine him conducting foreign affairs on those lines. He is, however, advancing further and further along that road which leads to disaster. His appeals in behalf of the policy he supports are appeals to sectional feeling, appeals to Scotland, to Wales, even to England. More than that, he invokes Scottish unanimity in order that Scotland may hold the balance in the doubtful councils of the Empire. When once that doctrine has been carried to its logical conclusion the Empire will have ceased to exist. The policy thus advocated is the policy of the disintegrating.

With Sir Frederick Pollock passes away another figure belonging to a past generation. He was a man of talents, of some accomplishments, eminently respectable, kindly, amiable and content with an honorable post in legal administration, and with the general esteem of his own circle.

Mr. Laurence Oliphant's death has been long expected and is deplored by innumerable friends. Nobody was more popular; perhaps nobody ever showed himself more indifferent to society or to return to it. His eccentricities were forgotten in his sincerity, his admirable gifts, his charm of character, his generosity, his genius even. There is no class, there is hardly any country, in which Mr. Oliphant was not beloved.

BOULANGER WILL TRY FOR THE SEAT.
Paris, Dec. 25.—General Boulanger announces his intention to contest against the Ministerial candidate the seat for Paris in the Chamber of Deputies made vacant by the death of M. Hude. The Republican journals urge Republicans to unite in support of a single candidate.

KING MILAN AND THE RADICALS.
Vienna, Dec. 25.—The latest advice from Belgrade shows King Milan's utter distrust of the Radical majority. It is officially announced that he will open the Skupstina with an address. The message will not require an address in reply. The object of this is to silence the Skupstina until the negotiations with the leaders of the majority either succeed or fail. King Milan to-day received deputations from the Radical majority who protested against certain clauses in the revised constitution. The King promised to alter the objectionable clauses.

BRITISH PLANS IN SUKIM.
London, Dec. 25.—Before withdrawing entirely from Suakin, the British will build strong permanent forts on which guns will be mounted so as to spray the

plans. Black regiments will be left to garrison the place.

LOSS OF THE STEAMER SILVER STAR.

SHE STRIKES A SUNKEN WRECK AND SINKS IN THREE MINUTES—ALL ON BOARD SAVED.

Portsmouth, N. H., Dec. 25.—The passenger and freight steamer Silver Star, of Bar Harbor, was sunk early this morning about three miles east of Whales Back Light. The steamer had been to Boston for a new engine, and put into this harbor late last night. She left here at 1 a. m., and was proceeding along the regular course when she struck a sunken wreck, stove a hole amidships and filling with water. The steamer went down in three minutes' time, in about twelve fathoms of water. Captain W. H. Parker and his crew of eight men took to the boats, saving only the clothes they had on. The steamer was owned by the Harpur by Stephen L. Kingsley, Captain Parker and others, and was valued at \$1,000; no insurance. The captain and the crew took the noon train for Bar Harbor.

DOUBT MURDER IN THE INDIAN TERRITORY.

Muskegon, I. T., Dec. 25.—A double murder occurred Sunday night on the Rogers farm, five miles west of here. A widow, Mrs. Sarah Johnson, and her family of four children occupied the farm. The eldest of the children was a desperate boy, Charles, and the others were a girl of twelve, a boy of ten and a baby of three years. The younger boy was visiting, and when he committed the crime. The mother, Mrs. Johnson, was a desperate woman, and when she found her children were murdered, she was so terrified at the sight, he hastened to a neighbor's house and gave the news. A crowd was quickly assembled, and hastening to the widow's heartrending sight met their gaze. Not more than twenty steps from the door lay the woman, her head beaten into a jelly. By her side lay a huge oak club covered with blood, with which the crime had been committed. Near the door, on the opposite side of the cabin, was found the mangled body of the daughter. The baby was still in the house alive. The eldest son, Charles, was the only one who escaped. He was known to have frequent quarrels with his mother.

A RUMORED VOLCANO IN COLORADO.

Denver, Col., Dec. 25 (Special).—A local paper tonight announces the discovery of a volcano in the western portion of the State. To this volcano is attributed a recent explosion which resulted in the death of a half-dozen people and the injuring of many others. On some days the smoke or vapor is hardly perceptible, while at other times the explosions curl skyward from 200 to 300 feet. Explosions have occurred before the last one, but the reports have been so contradictory that it is the opinion of all who live in the vicinity that the Rocky Mountain Volcano, as it is called, is the cause of these outbreaks. The entire ledge has crumbled away, owing to the action of the water, and all along the ledge are other small openings, slightly emitting small columns of vapor, while around the craters are found the greenest and most fertile soil, though the ledge is nearly 13,000 feet above sea-level.

C. J. KERSHAW'S OFFER OF SETTLEMENT.

Chicago, Dec. 25.—A definite offer of settlement with creditors is announced today on the part of C. J. Kershaw, the Chicago banker who has been in the hands of the law for some time. Twenty per cent of the value of the claims is tendered—\$200,000 in cash and \$200,000 in Kershaw's notes endorsed by Eggleston, the immensely wealthy ex-member of the firm of Kershaw & Co. Eggleston still maintains that he was not a partner at the time of the failure, and was in no way liable legally. To cover the remaining eighty per cent of creditors' accounts, Kershaw will turn over to them the claims against the Chicago National Bank, which he is continuing to operate. The Chicago National Bank is a small institution, but it is reported to be doing well with its 1,000,000 dollar terminal elevator at Tacoma, W. T.

GLASS BLOWERS TO CONSOLIDATE.

Pittsburg, Dec. 25 (Special).—National Trade District Assembly No. 143, Knights of Labor, is composed of 2,300 green bottle blowers. A movement is now on foot to bring into the United Brotherhood of Carpenters and Joiners of America, which has never been recognized by any labor organization and has recently been refused admission into the first-class workers' union. At present the bottle-blowers are divided into four organizations, the green-glass blowers, the prescription bottle blowers, the bottomers in the "Platts," and the Green Leagues. Each of these organizations is continuing to operate on each other. The "Platts" are the strongest, numbering some 6,000 men. The prescription blowers number about 2,000. Influences are now at work to consolidate these organizations.

A DERAGH THAT ENDED IN DEATH.

Charleston, W. Va., Dec. 25 (Special).—This afternoon four men drank themselves into a wild state of intoxication, and about 4 o'clock armed themselves with a club and dashed along the streets in Lower Charleston like a Malay running amuck. He whirled his weapon right and left, knocking down half a dozen people, and the crowd of whom were badly injured. After going several squares and creating a great deal of excitement, he met Edward Ames, and felled him to the ground as he had the others. Ames sprang to his feet, and as Holmes dashed at him again he drew a knife and stabbed his assailant in half a dozen places, inflicting fatal wounds.

A CHILD NEARLY KILLED BY WHISKY.

A friendly liquor dealer sent a bottle of whiskey to the Seely family, in the tenement-house No. 557 West Thirty-second-st. on Christmas eve. The bottle was little more than half full when it was tucked away under the pillow of Mrs. Seely's bed. Mary Seely, nine years old, had a doll and some candy, and her parents let her play in the bedroom in the forenoon. She found the bottle under the pillow and drank nearly a gill of the whiskey. Before noon she was found insensible in bed. A physician who was called in thought that the girl had taken enough whisky to kill her, but the poison was not so potent. The child died last night. The father was taken to the hospital. Later in the day she was taken to the hospital.

HE WAS OBNOXIOUS TO THE WHITE CAPS.

Huntington, Ind., Dec. 25.—Substantially Hobbs, a farmer living three miles south of Bird's Eye, in Dubois County, was called out of his house on Saturday night and two shots were fired at him. One shot struck him in the abdomen, producing a fatal wound. One Smith was arrested on suspicion of having done the shooting. Hobbs has made himself obnoxious to the White Caps by procuring evidence against them and urging prosecution. He had a wife stretched around his yard as protection against the White Caps.

TRYING TO RESTORE THE DEAD TO LIFE.

Kalamazoo, Mich., Dec. 25.—The body of Duncan Carmichael, exhumed Thursday evening to the fear of relatives that he might have been buried alive, has been reinterred. Carmichael died in Comstock last Monday, and it was noticed that his face was a life-like expression. He was buried on Wednesday, but the body was exhumed on Thursday and efforts made to resuscitate him. The work was continued, the face still retaining the life-like color, until Sunday. Then the relatives consented to a final burial.

T. B. BARRY'S NEW BROTHERHOOD.

Philadelphia, Dec. 25 (Special).—It is authoritatively stated in labor circles that Thomas B. Barry will visit this city in a few days, and will take final steps toward the formation of his new Brotherhood of United Labor. Philadelphia will probably be the headquarters of the new order, owing to the many dissatisfied Knights, principally railroad men, who live here, and because of its proximity to the coal regions. Barry's organization will be largely officered by former Knights of Labor.

THE ARREST OF GENERAL STANLEY CONFIRMED.

Washington, Dec. 25.—Acting Adjutant-General Kelton has received a telegram from General Stanley confirming the press reports of the arrest of himself and aide at Austin, Tex., while executing an order of ejectment from the Secretary of War. What further action in the matter will be taken by the Government has not yet been determined.

FOURTEEN PRISONERS ESCAPE FROM JAIL.

Chattanooga, Tenn., Dec. 25.—Fourteen prisoners escaped from the Hamilton County Jail at 2 o'clock this morning by cutting off six iron rods an inch in diameter and sliding down a rope made of blankets to the ground. None of the fugitives have been recaptured.

A KNIGHTS OF LABOR ASSEMBLY DISBANDED.

Philadelphia, Dec. 25 (Special).—At the headquarters of the Knights of Labor it was reported that the assembly of the Knights of Labor, which was held in the No. 531, of Reading, composed of blacksmiths in the Reading shops, had disbanded. It formerly had a membership of 400, but had dwindled to twenty-seven.

ENLARGING PENNSYLVANIA SILK MILLS.

Philadelphia, Dec. 25 (Special).—Beginning early in January, the Adelaide Silk Mill, of Allentown, will have in operation 400 broad silk looms, 200 ribbon

looms, and 100 braiding machines. It will then be the largest silk weaving mill in this country.

AN OVERLAND TRAIN "HELD UP."

TWO MASKED MEN ROB THE CENTRAL PACIFIC EXPRESS AND SECURE BAGS OF MONEY.

San Francisco, Dec. 25.—The east-bound overland train on the Central Pacific, which left Sacramento Friday night, was robbed by masked men near Clipper Gap on the same night. The express car was ransacked and many packages were taken. Two men with masks suddenly appeared while the cars were running slowly through a long snow-shed. They broke the glass in the upper part of the express-car doors and covered the two messengers with revolvers. Then, while one stood guard over the men, the other went through safe and packages. He secured considerable plunder, but, strangely enough, he passed up the express car, leaving \$10,000 in gold coin, and he also left behind several small sacks containing lesser amounts.

When the train neared New-Hampden Mills the robbers dropped from the door. They are described as young men, but they were so well masked that no description of them could be obtained. Detectives are now on the lookout for special agents to the scene of the robbery. The railroad company claim that the robbers were once sent \$800, but other reports say that they got from \$10,000 to \$20,000.

TRAGEDY ON AN OYSTER SCHOONER.

THE MATE OF THE ANNIE CARL STABBED TO DEATH BY A DRUNKEN NEGRO.

Atlantic City, N. J., Dec. 25 (Special).—John Martin, the mate of the schooner Annie Carl, was foully murdered to-night on board the vessel, which is lying at anchor in this port. Andrew Grimes, a colored man, who was in the city prison awaiting a hearing, while the murdered man's body lies in the station house, a few feet from the prisoner's cell. Grimes, on a previous trip of the Annie Carl, shipped at Norfolk, but upon arriving at Fairhaven, Conn., gave up his position and endeavored to get work on land. Failing in this he finally persuaded Captain Gilbert E. Newton, who commands the vessel, to take him on the next trip to his home in Norfolk. The voyage to that city was uneventful until off this city, when the wind-lass was disabled, and in distress the captain made this port. The mate tonight called the negro to his supper, but received an insulting reply, and upon remonstrating with the man was savagely attacked and repeatedly stabbed in the arm and breast with a sheath knife. The mate's leg was penetrated and he bled to death in a few seconds, then hastily gathering the lifeless figure in his arms, hurried to the rail of the vessel and threw the body in the inlet. All attempts at capturing the man were baffled by his dexterous use of his knife, and he was only overpowered when a squad of police arrived. Grimes was taken to the city prison, where he was bound to Virginia for oysters. Captain Newton is a resident of Brooklyn. At the time of committing the crime the negro was under the influence of liquor.

WOOL GROWERS SUMMONED TO WASHINGTON.

Columbus, Ohio, Dec. 25.—A Columbus Delano, president of the National Wool Growers' Association, has issued an address to the wool growers of the United States, in which he calls a meeting of wool growers at Washington, Jan. 10. He says in the address, that the wool schedule pending before the senate falls to afford adequate protection to the industry, and it is to consider the same and similar questions of relief that the meeting is called.

THE RACE WAS IN MISSISSIPPI.

St. Louis, Dec. 25.—Latest advice from Wash-bell, Miss., the scene of the late race troubles, are to the effect that three negroes have been captured, but that the race was not over. From the prisoners just taken it is learned that George Maury, a Cash Maury and George Coleman were wounded in the fight of Sunday night, December 16. Walter Crook, the most intelligent of the negroes, is supposed to be hiding at the house of a white man, and several negroes have been posted to ransack the place. The wounded men are slowly recovering.

PITTSBURG COOPERS TO LEAVE THE KNIGHTS.

Pittsburg, Dec. 25 (Special).—The three local assemblies of coopers in the two cities are on the verge of withdrawing from the Knights of Labor. They comprise some 500 members, and their action will be a serious blow to District Assembly No. 3. The scheme on foot at the present time is to form a National Union of Coopers to be connected with the Federation of Labor. The Pittsburgh coopers are all against Power. They are with George Schilling, of Chicago, and are in favor of any move that he may suggest.

VETERANS AMONG EVICTED SETTLERS.

Des Moines, Iowa, Dec. 25.—Commander Conz, of the Iowa National Guard, is the Commander of the Republic, has been looking up Union veterans among the evicted settlers of the Des Moines River lands in order to aid the needy. He finds there are few Union soldiers in the land. There is a large number of ex-Confederates.

PULPIT WARFARE IN NEW-JERSEY.

New-Brunswick, N. J., Dec. 25.—Considerable excitement has been caused by the attack made by the Rev. J. O. O'Grady, of the Rev. E. R. Joyce, rector of Christ Church. The rector delivered a lecture on "Absolution," and to-day Father O'Grady replied to him savagely from the Catholic standpoint. Father Fitzgerald preached a sermon Sunday in reply to Mr. Joyce.

A GRAY-HAIRED BURGLAR CAUGHT.

New-Madrid, Mo., Dec. 25.—A gray-haired man, over sixty, was arrested here yesterday for robbing the office of the St. Louis Saturday Star. He had a complete outfit of burglar's tools, including large wrenches, and was an old "professional." He gives his name as Carey.

AWARD OF CLAIMS AGAINST THE STATE.

Albany, N. Y., Dec. 25 (Special).—The annual report of the State Board of Claims shows that the aggregate amount of claims against the State preferred during the year was \$270,934.42. The Court of Claims only awarded \$1,325 of this amount.

BRINGING AN EMBELLIZER EAST.

Denver, Col., Dec. 25 (Special).—Detective Sergeant J. Mulholland, of the New-York police force, arrived here to-day, and started this evening for home in company with Fred Howard, the young man who recently gave himself up for a \$200,000 embezzlement committed in New-York last November.

MISCELLANEOUS RAILWAY INTELLIGENCE.

Philadelphia, Dec. 25 (Special).—General W. J. Sewell says there is no truth in the rumor that he is to resign the presidency of the West Jersey Railroad to accept a position in the West.

Railroad men here say that President Keim, of the Philadelphia and Reading Coal and Iron Company, may be elected to a vice-presidency of the Baltimore and Ohio Railroad, while still retaining his present position. The Baltimore and Ohio wonders it desirable to have one of its chief officers resident here. The Reading's reduction in commutation rates on its Philadelphia and Atlantic City line has resulted in a general decrease of similar rates on the Camden and Atlantic and the West Jersey railroads. The reduction on the Reading and West Jersey lines will go into effect at the beginning of the new year.

The report that the Baltimore and Ohio road, under President Mayer, will bring a fight against the West Virginia Central and Pittsburgh Railroad's coal operations, is thought to be in this city. "How will the fight go?" said a Philadelphia representative of the Elk Garden, W. Va., coal interests. "When the West Virginia Central road had its northern terminus at Piedmont, on the Baltimore and Ohio road, it was tributary to that road, but a line has now been run in extension for some time connecting Piedmont with the Pennsylvania at Cumberland, and we are altogether independent of them. President Mayer is not as friendly to us as was Spencer. That is natural, taking into account Mr. Mayer's connection with the Consolidated Coal Company."

Lincoln, Neb., Dec. 25.—John Fitzgerald, in behalf of himself and other stockholders of the Fitzgerald & Mal-lory Construction Company, filed suit yesterday in the Lancaster District Court against the Missouri Pacific Railway Company and the Fitzgerald & Mal-lory Construction Company, praying for an accounting. The amount involved is a million and a half dollars. The cause of the suit is a special pleading against the Missouri Pacific Railway Company on the work done by the construction company in the building of the Denver, Memphis and Atlantic Railroad in Kansas, and against the construction company on account of alleged frauds and illegal acts committed by Jay Gould and other members of that company.

The West Virginia Central and Pittsburgh Railroad was formally opened up by a regular passenger train crossing it at 11 o'clock this morning and leaving the passengers at Parkersburg, in this state.

BETWEEN FIRE AND FLOOD.

ANOTHER MISSISSIPPI STEAMER LOST AND THIRTY LIVES SACRIFICED.

A CHRISTMAS MORNING HORROR AT PLAQUE-MINE, LA.—THE JOHN H. HANNA BURNS TO THE WATER'S EDGE—PEOPLE ROAST-ED OR DROWNED LIKE RATS—HEARTRENDING SCENES.

New Orleans, Dec. 25.—The steamboat John H. Hanna, from Ouachita River, with a large number of passengers and a cargo of 2,500 bales of cotton on board, was burned last night at Plaquemine. It was stated at first that of the hundred people on board not more than fourteen escaped, but it is believed now that the loss of life will not exceed thirty. Those known to be lost are as follows:

DEAD.
CRANE, JOSEPH, cabin watchman.
CRANTON, JOHN, carpenter.
DECK, MONROE, first cook.
DUFF, JACK, second cook.
HARVEY, JOSEPH, cabin boy.
HOLMES, J. S., master of the steamer.
KNEEL, MICHAEL, night watchman.
POWELL, SAMUEL, second cook.
SMITH, ROBERT, pilot, from Smithland, La.
WATSON, JAMES, second baker.

A dispatch from Plaquemine to "The States" says:

It was just before Christmas day was being ushered in that the fine steamer was coming down the river. Several of the passengers were seated in the cabin having a merry time and with no thought of the impending catastrophe. Many of the crew and passengers were asleep when the fire broke out and spread with indescribable rapidity. The details of the sufferings and death of some of the passengers are harrowing in the extreme. The boat had reached a point which was but a short distance above the town when a negro roustabout near the boiler-room ran out to the deck and shouted that the boat was on fire. John Cullen, a stoker, was near the place at the time, and seeing the flames bursting forth from the big tiers of cotton near the boiler, ran hastily to the engine-room and gave the alarm.

Engineer Merriman took in the situation at a glance and at once sounded the alarm by blowing the steam whistle and ringing the bell. In an instant, certainly in a much shorter time than it takes to explain the flames shot through the cabin and over the sides of the cotton, enveloping the entire boat in fire. Clerk Powell was upstairs at the time and when he saw the flames he heroically ran through the smoke which filled the cabin and tried to arouse the sleeping people. He kicked at the doors and in a short time almost everybody was awake. Then confusion worse confounded appeared, and frantic people on the boat ran to different exits to make their escape, but the boat was piled high with cotton, and the passageways were filled with smoke. Many dropped before they were able to get to the forward part of the boat, and were dead when the steamer went down.

FLAMES SWEEP THROUGH THE BOAT.

As soon as the fire was discovered Engineer Merriman set the steam pumps working and tried to battle with the flames, but the fire swept through the boat like a blaze on a prairie and the engine-room was seen in flames. Then to add further to the consternation, a steam pipe burst and filled the place with scalding steam. Engineer Merriman was forced to abandon his post, and he and the stokers and others ran to the sides of the boat and climbed through pell-mell in order to save their lives. As soon as the smoke and flames began to shoot the sides of the boat, Captain Jolles, the pilot, swung the wheel around and headed the boat for the shore. A full head of steam was on at the time and the boat was soon run into the bank. Before she did so, however, she was doomed. All of her timber was then furiously burning. When the Hanna struck the bank she bounded away again and swung around, drifting down as she burned. Then Captain Jolles jumped out on the river, swam ashore.

AN AWFUL SCENE FROM THE BANK.

The sight was a weird one, viewed from the bank, and the town was aroused. Floating cotton, charred timber and other debris filled the river, and many people were struggling desperately in the water for their lives. Some of them were able to swim ashore, but most of them were so badly burned or so thoroughly exhausted that they struggled but a few moments and sank to rise no more.

As the burning boat struck the bank of the river the crew and passengers who had been able to reach the forward end of the boat sprang ashore, some of them with scorched faces and bruised limbs, and many of them with scarcely any covering. Among those who managed to get off were Captain Holmes and "Red" Smith, the unfortunate pilot of the ill-fated White, who was a passenger. Both men were burned high unto death, and the story of the manner in which they suffered is most heart-rending. When the captain jumped ashore he was horribly burned, and in his frantic desire to be relieved from the pain he was suffering he buried his face and hands in the soft mud and begged most piteously for some one to help him. Smith was just behind and was laid out by the side of the dying captain. Nothing could be done for the suffering men and the two died together on the river bank.

Plaquemine was not slumbering when the fire broke out and when the discovery was made that the Hanna was burning almost the entire town flocked to the river bank and watched the vessel burn. The struggling unfortunates who reached the shore were taken care of and doctors and others came to their assistance and tried to alleviate their sufferings. The City and Central Hotels and private houses threw open their doors to the ill-fated people, and fed and clothed them until this morning. The survivors telegraphed accounts of the disaster to their homes.

No one saw Clerk Powell, who displayed much heroism in waking up the passengers, after he had rapped at the doors, and it is quite possible that he was burned to death. The cause of the fire is still a mystery. No attempt was made to save any of the steamer's books or papers, and everything, together with the clothes of the crew and passengers, was lost. The boat burned rapidly after she reached the bank, and in a very short time after the alarm was given she was burned to the water's edge. The hull sank and nothing was left of the Hanna but floating timber and burning cotton.

The crew of the boat were J. S. Holmes, captain; Samuel Powell and James Jordan, clerks; Lewis Rawlings and Henry Jolles, pilots; J. H. Handley and J. C. Merriman, engineers; Daniel Carroll, steward; Samuel Bryant, first mate; "Mike" Cusick, second mate; John Gibbon, sailorman; Benjamin Duques and William Gibbon, barkeepers; John Crafton, carpenter; two chambermaids, Mrs. Denney and Mrs. Hunt; Charles Thompson, fireman; John Rucker and "Tom" Cullen, stokers.

Coming down on the boat as passengers were a number of the crew of the steamer Josie V., all of whom were saved, and the survivors were all warm in their praise of the humane people of Plaquemine, who spared no pains and no money to furnish them with clothes and shelter after their terrible experience. W. L. Bruke, Mayor of the city, was especially kind to the survivors.

CAUSED BY A CARELESS SMOKER, PROBABLY.

None of the men could say what was the origin of the fire. The general impression, however, is that some careless smoker threw a cigarette among the cotton bales and thereby caused the disaster.

The death of John Crafton, carpenter, was a sad one. He was in the upper portion of the boat, struggling to get near the front end of the boat. The flames were twisting and sweeping all about him. He tried nobly to reach the bow, but he dropped and burned to death before the eyes of

the people who were not able to render him any help.

The second barkeeper of the boat said Mr. Powell was standing near him when they both jumped into the water. Powell, who could not swim, climbed on a floating cotton bale, but two deck hands also jumped on the bale, struggling over and throwing Powell into the water, and he disappeared. The boat was about fifteen yards from the shore when a great many people plunged into the river, and several who reached the bank in safety became bogged in the soft mud, and so intense was the heat of the burning boat that they were burned to death before they could climb up the steep bank to the levee.

The fire was so rapid that before the pilot had finished sounding three alarm whistles the entire boat from stem to stern was a roaring mass of flames and the scene that ensued was terrible in the extreme. Men yelled and ran about the decks of the burning steamer like maniacs, and others screaming at the top of their voices threw themselves into the dark waters and were lost to sight in the twinkling of an eye. The second barkeeper said that several persons near him struggled in the water and begged piteously for help, but he could not render them any assistance because the water chilled him to the marrow, and his clothing clogged his every movement.

A cabin-boy who was an assistant of the steward said that the crew who were in the Texas were aroused from their slumbers by the flames, which seemed to come from the ceiling, and they were compelled to dive headlong from the roof of the boat into the river, and many of them were burned to death while in the water.

The John H. Hanna was built in Madison, Ind., in 1878, and hailed from Louisville, Ky. She was of 377 tonnage and was owned by the Ouachita River Consolidated Line. She had at \$1,000, but was insured for only \$12,000 in foreign and local companies.

Captain J. W. Blanks, president of the company, says that the steamer left Monroe, La., on Sunday morning at 6 o'clock with a load of cotton. The captain estimated that additional cotton had been picked up on the way down to make the total number of bales 2,500. Upon being asked as to the number of passengers on board, Captain Blanks said he thought it was small, as there was little travel in that section at present.

On the arrival of the train from Plaquemine in this city, ambulances were at the depot, and all of the survivors of the disaster who were suffering from severe burns were at once conveyed to the hospital. Dr. H. H. Carroll says that the last of the women passengers on the boat coming down got off at Baton Rouge.

Among the passengers that were on board at the time of the accident and who were saved were Captain B. C. Montgomery and Mr. Harpin, of the Board of Underwriters.

FIERCE FIRES ON CHRISTMAS.

THREE ACRES OF GROUND BURNED OVER IN CINCINNATI.

FACTORIES, DWELLINGS AND FREIGHT-CARS DESTROYED—TOTAL LOSS OVER \$300,000—SEVENTY-FIVE FAMILIES HOMELESS.

Cincinnati, Dec. 25.—There was a great fire in Cincinnati to-day. It began at 8:30 in the morning, and burned to ashes factories and dwellings covering three acres of ground. The fire started at Budd and Harriet st., in the rope works of the Charles C. Jacobs Cordage Company. It spread rapidly in the building, in which low and other material fed the flames that soon extended to the large stable of the Hamilton and Dayton Railroad, the track of which ran alongside the rope walk for over 300 feet. Soon the eight box and four flat cars on the railroad were burning, and the fire had extended over a great area. Though the weather was calm, the intense heat of the wooden buildings sent the flames bounding into the timbered roof of the Bates Street Furniture Company, where furniture worth \$75,000 was stored. By this time the heat was almost unbearable. Sooner than it takes to write the words, the factory of the Central Furniture Association with its contents, worth \$75,000, was ablaze, doomed to destruction, and the Queen City Tine Company's factory, worth \$50,000, was a minute later in flames. From these fires spread to adjacent dwellings. Two brick dwellings in Budd st., the property of Charles H. Jacobs, worth \$15,000, were destroyed. A three-story brick building in Budd st., belonging to Harry Mayberry and worth \$6,000, was burned to the ground. Two frame dwellings in Budd st. were also burned.

The flames destroyed about twenty tenement and dwelling houses, and nearly seventy families lost their all. As the flames licked up building after building, the neighborhood became depopulated, and persons living a square away from the main body of the fire carried out and threw away their household effects they knew not where. The block destroyed was bounded on the east by Harriet st., on the north by Budd st., on the south by the Cincinnati, Hamilton and Dayton Railroad, and on the west by the Southern Railroad bridge. Every factory, house and stable in the square was destroyed, with the exception of four dwellings.

The loss of the ropewalk, a long wooden building, was about \$8,000; that of the Cincinnati, Hamilton and Dayton Railroad, including its twelve cars, all of which were burned with their contents, is about \$20,000. In addition to the houses destroyed, there were a score or more of dwellings in the neighborhood that were more or less scorched.

A large part of the force of the Fire Department was kept busy extinguishing and re-extinguishing incipient fires in dwellings. In fact, the department had its hands full to keep the fire from becoming a sweeping conflagration, and in this the citizens of the day was a great help. The total loss and damage is rather over than under \$300,000. The property was all fairly well insured, but not one of the families who lost their all had one dollar of insurance.